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Item 3(a) of the provisional agenda
Light vehicles – Regulations Nos. 68 (Measurement of the maximum speed, including electric vehicles), 83 (Emissions of M_1 and N_1 vehicles), 101 (CO_2 emissions/fuel consumption) and 103 (Replacement pollution control devices)

Proposal for a new Supplement to the 06 and 07 series of amendments to Regulation No. 83 (Emissions of M_1 and N_1 vehicles)

Submitted by the expert from the International Organization of Motor Vehicle Manufacturers*

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to clarify the extension rule related to the mass defined in paragraph 7. of Regulation No. 83 as regards to its application to vehicles of category N. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

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I. Proposal

Paragraph 7.1.1.2., amend to read:

"7.1.1.2. For category N vehicles, the approval shall be extended ~~only~~ to vehicles with a lower reference mass, **only** if the emissions of the vehicle already approved are within the limits prescribed for the vehicle for which extension of the approval is requested."

II. Justification

1. Paragraph 7.1.1.1. defines the general extension rule for vehicles having different reference masses:

7.1.1.1. The type approval shall be extended only to vehicles with a reference mass requiring the use of the next two higher equivalent inertia or any lower equivalent inertia.

2. This requirement applies equally to vehicles of category M or N, but in the case of vehicles of category N, for which the emission limits increase with the reference mass, it is necessary to ensure that an extension is not granted to a lighter vehicle using abusively the less severe limits applicable to heavier vehicles.

3. However, the current wording in paragraph 7.1.1.2. may suggest that, in addition to the mentioned point here above, no extension should be granted to vehicles with a reference mass greater than the mass of the type-approved vehicle. This has no reason to be.

4. The proposal removes this ambiguity.